

Hongkong Daily Press.

ESTABLISHED 1857.

<p>WANTED.</p> <p>A N ASSISTANT.</p> <p>Apply to— ROBINSON PIANO CO., LD. Hongkong, 8th March, 1905.</p>	<p>LESSONS IN FRENCH.</p> <p>NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English L...</p>
<p>THE SWATOW GRASS CLOTH SILK AND DRAWN THREAD WORK DEPARTMENT.</p> <p>Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.</p> <p>Swatow, 5th June, 1904.</p>	<p>Care of Office of this Paper Hongkong, 16th May, 1903.</p> <p>SHORTHAND.</p> <p>PIVATE LESSONS given in Pitman's Shorthand. Terms moderate. Apply by letter to— "J. W." P. O. Box 143 Hongkong, 10th January, 1905.</p>

a471 Acting Manager.

1000

The diagram illustrates the experimental design. It shows a sequence of three bar charts. The first chart represents the stimulus, with 10 bars of varying heights. The second chart represents the response, also with 10 bars of varying heights. The third chart represents the feedback, with 10 bars of varying heights. The sequence is repeated for multiple trials, indicated by the 'x' at the end of the sequence.

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Figure 1. Schematic representation of the experimental design. The subjects were divided into two groups: the control group and the experimental group. The control group received a standard diet and water, while the experimental group received a standard diet and water with a 10% sucrose solution. The experimental group was further divided into two subgroups: the sucrose group and the control group. The sucrose group received a 10% sucrose solution, while the control group received a standard diet and water. The subjects were monitored for 14 days, and the results were analyzed using a two-way ANOVA.

1. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

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MANAGER.

1. The first part of the document is a title page. It contains the title of the document, the author's name, and the date of the document. The title is "The History of the United States of America". The author is "John Adams". The date is "1776".

5. **_____**

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P.O. Box 33. Telephone No. 12

BIRTHS.
On 1st March, at Shanghai, the wife of MRS. GOLDMAN, of a son.
On 2nd March, at Weishaiwei, the wife of JOHN A. W. LOUGHEED, of a son.
On 3rd March, at Shanghai, the wife of A. GIBSON, of a daughter.
On 4th March, at Shanghai, the wife of J. A. SAMUELSON, of a daughter.

MARRIAGES.
On 1st March, in Ningpo, the Rev. J. R. GODDARD, D.D., to Miss HELEN L. CORBIN, both of the American Baptist Missionary Union.
On 5th March, at Shanghai, RACHEL, eldest daughter of the late ISAAC EZRA of Shanghai, to N. S. LEVY, of Shanghai.

DEATH.
On 2nd March, the infant son of WILLIE A. MACK, I. M. Customs, Pootung.

The Daily Press.

HONGKONG OFFICE: 14, DE Vaux ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 11th, 1905.

CHINA-SIDE men with experience and knowledge of things Chinese are quite pessimistic with regard to the prospect of currency reform in China. The fact that Professor JENKS should have been treated with such exceptional honour, during his recent visit to China on an educational mission connected with this matter, gave rise to hopes that the authorities at Peking might yet do something to establish a more stable currency; but in China, if anywhere, the meaning of the adage about "hope deferred" is fully realised. According to a correspondent who writes from Peking, we may almost abandon hope of a gold currency. The memorial by CHANG CHIH-TUNG, to which we have twice referred previously, is believed to have had greater influence at headquarters than we thought it deserved. The emasculated puppets who pull the wires in the Forbidden City, and rule the elderly woman who rules the youthful Emperor who is supposed to be ruling China, have been much impressed by the dotting Viceroy's prophecies of national calamities that were to follow the introduction

tion of a stable currency. There was something childish in CHANG CHIH-TUNG's assertion that foreign assistance at the Chinese mint would mean "nothing more nor less than that the finances of the whole Empire of China shall be entrusted into the hands of the foreigner designated as the Director of the Mint, leaving nothing in the hands of the owners thereof"; but apparently such statements are swallowed at Peking as readily as "the beathen in his blindness" acquiesces in the most ridiculous *tabu*. Of course, the benefit of a gold currency in China would not be fully realised if its circulation were restricted to coast ports and provinces. No such half measure was anticipated by Professor JENKS when he was seeking to show China how she might improve her own financial conditions. CHANG CHIH-TUNG, instead of manfully rising to the occasion, and facing obvious difficulties as he might have done, had he not given rein to prejudices unworthy in a man with such a reputation, instead of suggesting plans for overcoming those difficulties, weakly and meanly says "there is fear that such coins cannot be made to pass current throughout the Empire." Worse still, he magnifies the difficulties, and, to impress the already harassed authorities, pictures shops and firms going into bankruptcy; merchants closing their doors; and rebellion stalking about the land. All these things, he it noted, as a consequence of fixing a stable exchange of currency. His idea of the meaning of a gold currency, if described without quotations to support the description, would hardly be believed. It is worthy of the meanest coolie in the purlieus of Canton, but inexplicable in an educated man of CHANG's experience. He explains that Europeans use gold coins because they are so rich, and the goods they consume so dear. He informs the Emperors that in Europe "there was never a case where an individual's daily expenses amounted to less than one silver dollar!"

"Hence," he goes on, "it was found more convenient to use gold money. This is not the case with China. Our people are poor; goods are cheap; labour very moderate, while Chinese are economical in their food and their daily expenses. It was therefore necessary to use copper cash as a medium of exchange. Amongst the poor, a person's daily expenses for food amount only to an average of twenty copper cash. Among those of medium means a man daily spends on his food some sixty or seventy cash only. It is only in the sea-coast and riverine treaty ports and large cities that silver bullion and silver dollars are in use, but in the inland towns and cities trade in local products, be the amounts large or small, the currency is computed in copper cash only. Although in large trade transactions silver bullion may be accepted in payment, the accounts are always kept on a copper cash basis."

It is to be hoped that their Majesties in Peking will be approached by some one able to enlighten the darkness into which their faithful Viceroy has plunged them on this matter; to explain to them how an agricultural labourer in rural England, bringing up a family on fifteen shillings a week, is spending the equivalent of gold; and how the sweated workman in London East, buying a pennyworth of bread, a farthing's worth of tea, and a half porth of butter, is no worse off under a gold standard than the poor Chinese provincial who buys rice for twenty copper cash; but may be, and doubtless is, better off for it.

There will be a H.K.V.C. rifle match at Tai-tung range to-day.

The number of Chinese servants on the Peak is officially put at two thousand.

Chang Chih-tung is the latest believer in the "yellow peril." He dreads a gold currency.

The minutes of the last committee meeting of the Shanghai Chamber of Commerce are wholly taken up with correspondence re mail delays.

The s.s. *Gaea* on her voyage from Bangkok to Hongkong picked up the crew of a Chinese junk which had lost her rudder and mast in a storm.

King's Park Range, at 300 yards, will be available for members of the Hongkong Volunteer Reserve Association from 130 to five o'clock this afternoon.

The price of sheep in Peking has greatly risen of late: it is said because of the demand by "a certain Power." The Guilds and the compradors are "certain powers" sometimes.

An American paper, publishing one of the birth notices appearing to-day (readers will soon select the right one) would be sure to suggest that there should have been twins to fit the name. It would be amnest for us to do so.

The Commander of the French frigate *Senta*, who commanded the cruiser *Pascal* when the engagement took place at Chemulpo between Japanese and Russian warships, has had conferred upon him by the Tsar the cross of Commander of the Order of St. Anne in recognition of the assistance given by him on that occasion to the crews of the Russian ships.

The *Peking Times* is glad to hear that the report circulated in Hongkong that the German Minister would shortly leave Peking, is incorrect. Affairs in Peking now seem to render it very desirable that men who understand the situation well should be retained there.

Mr. Wm. Martin, American Consul at Nanking, who returned to China from leave on March 2nd by the G.N.S. *Minnesota*, received a telegram from the State Department the same night, ordering him to proceed at once to Hankow to take up the post of American Consul-General there.

The N.C. *Daily News* understands that circulars have been sent to the shareholders in Messrs. Furnham, Boyd and Co., Ltd., stating that the proposed sale of the company in London has not been concluded, and that Messrs. Twentyman and Prentice are returning to Shanghai at once. There is a later report that negotiations have been re-opened in London.

On Thursday night the Police, under Inspector Collett, raided a house at West Point where two Chinese were suspected of being in possession of counterfeit coin. Li Ping Nam was caught with \$52 in his possession and Chan Chouk Tin with \$62.61. They were charged before Mr. F. A. Trailland at the Police Court yesterday with being in possession of, and tendering or uttering same. The case was adjourned until Friday next.

The new steamer *Shanghai*, Captain Dewar, belonging to the China Navigation Company, which made her maiden trip to Tientsin on March 4th, promises to be as great a favourite with passengers as Captain Dewar's former command, the *Shanghai*. She is a single-masted vessel of 1,758 tons gross, and 1,081 tons net, capable of steaming 13 knots when pushed, her average speed on the voyage out having been something over 11½ knots. The accommodation is planned for 24 first-class passengers, and there is plentiful provision for Chinese passengers, first and second-class, on the deck.

The general agents at Hongkong of the Lewis and Clark Centennial Exposition and Oriental Fair, the Portland and Asiatic Steamship Company, have sent us a pamphlet and a large coloured bird's eye view of the exposition. The opening day is June 1st next and the exposition closes on the 15th October. The Portland and Asiatic Steamship Company offer every facility for Hongkong merchants and manufacturers to send exhibits, and passage from Hongkong to Portland may be booked by this line.

"What is truth?" said jesting Pilate. From the *London Daily Mail* of January 2nd—
"To-day the Stock Exchange is closed for the New Year's holiday."
From a halfpenny evening paper, published by the same firm on the same day—
"The news of the fall of Port Arthur was received with wild enthusiasm in the City."
On the Stock Exchange it was the one topic of all others.

Probably, says the *Globe*, the caretaker talked it over with the cat, which received the news with wild enthusiasm.

Owing to a number of complaints received by the Shanghai Taotai with reference to the incarceration of Chinese female prisoners to the new municipal goal for women, his Honour recently instructed the Mixed Court magistrate to enter a protest against the practice with the Senior Consul, but without success. The N.C. *Daily News* now understands that Mr. W. V. Drummond, as legal adviser to the Nanyang Administration, has been requested to take up the matter and present the protest of the Chinese Government in diplomatic form.

The nett profits of the Tientsin Press, Ltd., for the year 1904, amount to Tls. 10,301.59. After writing off Tls. 600 and Tls. 283.43 from Goodwill and Incorporation Expenses, Tls. 649.25 for repairs to Buildings, Tls. 319.65 for depreciation of Furniture, Tls. 1,438.30 for depreciation of Plant and Machinery, and Tls. 447.29 for Bad Debts, there remains Tls. 8,855.03, which the Directors recommend should be dealt with as follows: By payment of Director's and Auditor's Fees Tls. 1,100; By placing Tls. 880.00 to Reserve; By paying a 7 per cent dividend absorbing Tls. 6,755.00; and carrying forward to 1905, Tls. 85.03.

The judgment delivered in November last by Sir Henry Berkeley, Chief Justice of Hongkong, in the case "Osaka Shosen Kaisha v. The Owners of the s.s. *Prometheus*" arising out of a dispute as to the meaning of the term "Contract of War" is still accepted in shipping circles as a decision of considerable importance. Owing to the large demand for papers containing the judgment, a demand we were unable to meet, the judgment was reprinted in pamphlet form. The issue was exhausted in the course of a few weeks, but as a demand still exists for copies of the judgment, the pamphlet has been re-issued and is now on sale at the office of the *Hongkong Daily Press*.

During 1904, 1,205 births, 740 males and 465 females, were registered at Hongkong. This is equal to a general birth-rate of 3.3 per thousand as compared with 3.2 during 1903, and 3.8 in 1902. The total number of deaths was 6,118, making a death-rate of 16.94 per thousand as compared with 18.9 in 1903 and 21.7 in 1902. These deaths include 495 from plague. The death-rate among the non-Chinese civil community is slightly higher than it is among the Chinese community, says the Medical Officer of Health. The reason for this is that many of the Chinese when taken ill leave at once for their own country, the cost of passage to Canton being only a few cents.

The fifth dance given under the auspices of the Masonic Quadrille Club, was held at the Masonic Hall last night, and about 170 couples gallily tripped the light fantastic into the wee small hours of morning. As on the previous occasions the floor was perfect and the music all that could be desired. We are given to understand that the concert to be held under the auspices of this club, will take place on the 21st instant, and not on the 17th as previously arranged.

"The Dharma Raja of Bhutan, writing to congratulate Colonel Younghusband on one of his earlier victories on the road to Tibet, said he had written to the Dalai Lama hoping to (as the Americans say) 'put him wise.' The Raja added 'may there be faith and friendship between the English and the Bhutaneses. Please let me know if there is anything you require from the Bhutan Government.' Fancy Alexieff receiving such a nice chit on any Russian frontier!"

M. Paul Doumer, the new President of the French Chamber, in his "Souvenirs" of his term of office as Governor-General of Indo-China, tells a characteristic story of Sir Alexander Swettenham, then Governor of the Straits Settlements. After lunch on his last visit to him to stroll round the garden, and at the same time apologise for the last he was obliged to do. It was a soft grey felt, shapless, deformed, and enormous. Sir Alexander explained that he was wearing it for a bet. "It has also," he added, "got into the papers. They write of nothing else, and while they are chaffing me for what I am wearing they haven't time to attack me for what I am doing." "Un joli trait," thought M. Doumer "d'honneur Anglais."

It has been learnt with very mingled feelings, says our Shanghai contemporary, that Mr. C. Wedemeyer, of Messrs. Jardine, Matheson & Co., is transferred to Foochow. Both Mr. and Mrs. Wedemeyer have been for many years very popular in social circles in Shanghai; while Mr. Wedemeyer has taken a prominent place in our social life, especially in volunteering, in which he has risen to be a Major, on the staff, and in amateur theatricals. While all his friends are glad of his promotion, it is impossible not to lament the loss that his departure is to Shanghai; and he will be especially missed by all who travel by the Canadian Pacific steamers. It is not known yet who will succeed him as Consul for Mexico. All Shanghai wishes him and his family good health and happiness and prosperity in their new home.

By kind permission of Col. Caulfield and officers, the band of the 11th Mahratta Light Infantry will play the following selections at the Hongkong Hotel this (Saturday) evening:—
March..... "Gaiety"..... Wright
Selection..... "The Obedient"..... Monahan
Song..... "The Obedient"..... Monahan
Valse..... "In the Twilight"..... Cootie
Selection..... "The French Maid"..... Slaughter
Lancers..... "Stars and Stripes"..... Klay
Menuet..... "Hos D'Amour"..... Cavin
Scout-Potage..... "Creme d'Asperges"..... Fish-Smoked
Fish and Sauce..... "Lentils-Chicken"..... la
Sunday, Grilled Veal Steak and Green Peas
Fricassee..... "Curry-Bread"..... Joints
Roast Sirloin of Beef, Roast Pheasant and Bread
Sauce, Boiled Leg of Mutton and Turnips, Cold
Conced Pork and Italian Salad, Sweets—Vermicelli
Pudding, Nesselrode Ice Cream and Finger
Cakes, Apple Tart, Tipped Cake, Desert—
Coffee, Fruit.

Mr. H. H. J. Gompertz held an inquiry at the Magistracy yesterday afternoon concerning the death of a Chinese named Chin Fuk, who was killed at the works of the Naval Yard Extension on February 24th. Evidence showed that he and two other coolies were removing a large iron light from one part of the yard to another. While carrying same on a pole across a narrow pathway the pole slipped and coolies and lamp tumbled into the dock. The lamp was broken in the fall and the burning oil ran over deceased. In trying to escape from it he fell to the bottom of the dock. He was removed to the Government Civil Hospital where he died of great pain from the burns he had received. The jury returned a verdict of death by misadventure, but considered there was negligence on the part of the Chinese signalman who did not report to the European in charge as required, that he was going to remove the lamp.

CHINESE STOWAWAYS.

At the Police Court yesterday morning before Mr. H. H. J. Gompertz seven natives were charged with stowing away on the China Navigation Company's steamer *Chingta* on the occasion of her last voyage from Hongkong to Australia. Although the usual search for stowaways was made prior to the departure of the *Chingta* from Hongkong, it was not till the vessel was out at sea that the Chinese were discovered. Their hiding place was found to be a coal tank, which was believed to be full of coal. The Captain informed His Worship that he was liable to a penalty of £100 on each of the defendants had they landed in the Commonwealth. Therefore he had to carry them to Australia and bring them back.

The defendants were each sentenced to nine months imprisonment and were further ordered to pay a fine of \$1,000, or go to goal for another three months.

Seven of the crew of the *Chingta* will be charged to-day with aiding and abetting the stowaways.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Nagasaki at 5.30 p.m. on Thursday, the 9th inst., and left again at 6 a.m. on Friday for Shanghai, where she is due to arrive at 2 p.m. to-day.

The N.D.L. steamer *Borneo* left Sandakan on Wednesday, a.m., and may be expected here on Monday, a.m.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE SITUATION IN RUSSIA.

LONDON, 9th March.

The revolutionary agitation is spreading to fresh provinces of Russia.

[REUTERS' SERVICE.]

FRANCE AND RUSSIA.

LONDON, 9th March.

The *Times* says that the French financiers have intimated to Russia that the new loan must not exceed Twenty millions Sterling in stead of Thirty-two millions as required, and furthermore that this will be the last loan raisable in Paris for some years.

THE WAR.

["DAILY PRESS" SERVICE.]

KUROPATKIN'S LATEST REPORT.

LONDON, 9th March.

General Kuropatkin, in his latest report, announces the necessity for immediate retreat owing to the enormous Japanese force advancing North-West of Mukden.

General Kuropatkin admits a loss of 33,000 men.

THE RUSSIAN FLEETS.

LONDON, 9th March.

It is reported that Admiral Rozdevsky's fleets are returning to the Red Sea.

[BY COURTESY OF THE JAPANESE CONSUL.]

MUKDEN TAKEN.

Tokyo, 10th March.

The Japanese troops occupied Mukden at ten a.m. to-day.

The enveloping movement, which has taken several days to develop, proved successful. A most sanguinary battle is now proceeding at various places near Mukden.

MOST FIERCE ATTACK.

Tokyo, 10th March.

In the direction of Hingling the enemy on strong positions near Tita had several days been offering an obstinate resistance but was eventually dislodged therefrom on the morning of the 9th inst.; and our detachment is now pursuing him, while another detachment in the direction of Mauchuan also continues its advance towards Fushun, constantly pressing the enemy. In the direction of the Shaho, in districts south and east of Mukden, the enemy is making a stand on strong positions on the left bank of the Hunho. We are still attacking. In districts west and north of Mukden, the enemy is desperately resisting, and a most fierce attack is now proceeding. On the 9th inst., a dust storm was raging, and observation was hampered.

[REUTERS' SERVICE.]

KUROPATKIN'S PREVIOUS REPORT.

LONDON, 8th March.

General Kuropatkin in a despatch dated the 6th instant, says that the Russians to the West of Mukden continue the offensive. Ten attacks of the Japanese were repulsed yesterday, and their assaults on the centre and extreme left were also repulsed. Two thousand Japanese dead were counted at Kaotuling from where the enemy has withdrawn southwards.

LATER.

Rauter's correspondent with General Kuropatkin's army reports that the Russians, profiting by darkness, have evacuated all their positions along the Shaho, and after firing huge quantities of supplies are now in full retreat with the Japanese pressing hard. The fall of Mukden is imminent.

["N.C. Daily News" Service.]

MUKDEN PARTLY ENVELOPED.

Tokyo, 4th March.

It is officially reported that counter-attacks in the Hingking direction have been repulsed. The Japanese at Pencilu are pressing the Russian main defences, which they are now engaging.

The Japanese have captured Housanmupao and Tangohiatan, east of the railway, and are since engaging and pressing the Russians on the west of the railway. They have dislodged the Russians from Tampan and Hsinmunchon, and have captured provisions.

Tokyo, 5th March.

There is activity along the whole front of eighty miles.

The recent official bulletin, which has been modestly and rather curiously couched, have raised little sensation, but the present operations on the Shaho are more extensive and important than any that have preceded them.

The communications between Hanking and Pencilu are now completed.

An official report just issued states that the Japanese from Hanking are pressing the Russians near Tita, which is fifteen miles southwest of Fushun, and at Manchurian, fifteen miles south of Fushun, where they are since emerging.

There were four serious night attacks by the Russians on Friday night on the captured positions at Housanmupao and Tangohiatan, but all were repulsed.

Small night attacks were also made east of the railway.

The Japanese to the west of the railway continuing their fierce onset occupied three places near Shalepu.

On the right of the Hunho, the Japanese are dislodging the Russians and forcing them northward, keeping up furious attacks on the Russian defences between Changtun and Tsefanai, and reaching a line stretching from Wooliepo, fifteen miles southwest of Mukden, through Tutsapao, thirteen miles to the west, to Lianpo, four miles north of Tutsapao, thus semicircularly enveloping Mukden.

The Russian losses in casualties and spoils during the last few days have been enormous, but are not yet estimated. The Japanese have occupied the clothing store at Tahanai.

ANOTHER STEAMER CAPTURED.

Tokyo, 4th March.

The Cardiff steamer *Eastby Abley*, 1901 tons net, with 4,000 tons of coal, bound for Vladivostok, was seized on the 27th of February.

CHESS.

Mr. A. L. Jordan, Superintendent of the Great Northern Telegraph Company at Nagasaki, has challenged Mr. C. H. Falloon, of the Atlas Insurance Company's Hongkong Office, to play him at Chess. Mr. Jordan in his letter says that from *Laker's Chess Magazine* he learned that Mr. Falloon had won the Championship of the Hongkong Chess Club. Continuing—"I take the liberty of challenging you to play by mail two correspondence games. In the first, I take white, starting with (1) P-KB4. In the second game you take white. If you start with P-K4, I reply P-K4."

FIRES.

On Thursday night a fire broke out in the premises of No. 224, Queen's Road, Central, which the residents extinguished before much damage was done. A quantity of clothing was put in an oven to dry. The oven became overheated and the clothing ignited. The flames caught on to the walls of the room, but were quickly extinguished. The damage is estimated at \$500 and the premises were insured in the Trans-Atlantic and Commercial Union Fire Insurance Companies.

A second outbreak occurred at 3.25 yesterday morning at No. 43 Bonham Street East. The fire originated in some charcoal close to a furnace at which the residents were melting gold the night before. A small boy who drew the fire from the furnace is supposed to have dropped some hot ashes in the charcoal. The brigade were rung up, and when they arrived on the scene under Chief Inspector Baker, found dense volumes of smoke issuing from the premises. This greatly hampered their operations, but eventually they put the fire out. Damage by fire and water is estimated at \$300. The premises were insured in the Trans-Atlantic Insurance Company for \$6,000, and in the San Insurance Company for \$4,000. Inspector Gourlay was deputed to examine the premises, and having furnished a favourable report, they were forthwith released.

OVERCROWDING AT HONGKONG.

Health District No. 5 shows an estimated population of more than 900 persons to the acre, which indicates excessive overcrowding. The remaining central districts also show far too many persons to the acre. It was hoped that the electric tramway would help to distribute the population, but the result up to the present has been that more workers have crowded into the central districts and use the tramway to go out to their daily work.

The estimated Chinese land population of the City of Victoria is 188,690, and the non-Chinese population including troops, 9,084. There is an average of 265 persons to the acre on built-over areas. The area of No. 3 Health District has been enlarged to 68 acres so as to include the houses on the south side of Conduit Road and a few extra lots on the Peak Road which have been built upon. In spite of this addition, however, there are 132 persons to the acre in the city as a whole—that is, including outlying vacant lands, villages, Race Course, cemeteries, Public Gardens, vacant military land and unoccupied hill-side.

The Sanitary authorities think that the sooner owners of property realize that such attractions as Chinese theatres and other places of amusement on the outskirts of the city are necessary to the letting of their property, the better it will be for them.

CHINESE CURRENCY.

The *Sin-wan-pao* states that the Board of Revenue intends to start a general silver and copper coin-making mint at Peking with the object of establishing a uniform monetary system throughout China. It is learned that all the mints in the different provinces, whose schemes have been proposed, but which have not yet been established, have been ordered to be stopped instantly. In this connection all the copper plants and other materials already ordered will be sent up to Peking for the use of the general mint. On the other hand those mints that have been started have been ordered to be suspended for three months, until the arrival of the steel moulds. The idea is to establish uniformity with regard to the whole coinage system of China, so as to facilitate commercial transactions and to prevent those peculiar evils connected with counterfeit coins. All this looks as if Chang Chih-tung's tinkering policy is to prevail.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until ordered to be discontinued. Telephone Address: Press, Codes: A.H.C., 6th Ed. P.O. Box, 23. Telephone No. 12.

NEW ADVERTISEMENTS
CHINESE INTERPRETERS.

THE following appointments in the service of the Federated Malay States are now vacant:—
Chinese Interpreter, Grade I, \$1,584 rising to \$1,840, One.
Chinese Interpreter, Grade II, \$1,056 rising to \$1,296, Three.
Chinese Interpreter, Grade III, \$828 rising to \$972, Two.
The necessary qualifications in addition to English, both spoken and written are:—
Grade I: Three Chinese dialects and a sound knowledge of the Chinese written character.
Grade II: Three dialects of Chinese and a good knowledge of the Chinese written character.
Grade III: Two dialects of Chinese and an elementary knowledge of the written character.
Applications should be sent to the SECRETARY FOR CHINESE AFFAIRS, Singapore, and should contain copies of recent testimonials and a statement of the manner in which the qualifications claimed by the applicant have been acquired.
Hongkong, 11th March, 1905. [667]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, 8, George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 25th March, 1905, at 11 A.M. for the year ending 31st December, 1904. The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 22nd March to Saturday, the 25th March, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1905. [669]

THE HUNG ON STEAM-LAUNCH COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at an EXTRAORDINARY GENERAL MEETING held on the 22nd day of December, 1904, the subjoined Resolution was duly passed and at an Extraordinary General Meeting held on the 6th day of January, 1905, the subjoined Resolution was duly confirmed.
Resolution.
"That the Company be wound up voluntarily and that WONG KUNG TAT be appointed Liquidator."
Dated the 10th day of March, 1905.
GEO. K. HALL BRUTON,
Solicitor for
669 THE HUNG ON STEAM-LAUNCH CO., LD.
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED) on TUESDAY AND WEDNESDAY, the 14th and 15th March, 1905, commencing at 2 P.M., each day, at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Lee House Street).

A VERY FINE COLLECTION OF JAPANESE CURIOS, COMPRISING:—

SATSUMA CLOISONNE VASES, WALL PLATES AND INCENSE BURNERS, SILK EMBROIDERIES, WALL HANGINGS, CUT-VELVET PICTURES, BRASS VASES, SILK EMBROIDERED SCREENS, SILVER CLOISONNE WARE, &c., &c., &c.
Catalogue will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th March, 1905. [670]

CONTRABAND OF WAR.

A JUDGMENT

Defining the term "CONTRABAND OF WAR" delivered by
SIR HENRY S. BERKELEY,
Chief Justice of Hongkong,
in the case of
OSAKA SHOSHEN KAISHA v. OWNERS
of the S.S. "PROMETHEUS."
Together with the FINDINGS of Mr. E. A. HEWITT (Superintendent of the P. & O. Steam Navigation Company) in the ARBITRATION.

RE-ISSUED IN PAMPHLET FORM.

Copies 50 cents each may be obtained at the Office of the Hongkong Daily Press, Hongkong, Hongkong, 11th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NUBIA"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. China.
From Calcutta, ex s.s. Sumatra.
From Persian Gulf, ex s.s. P. S. N. Co.'s Steamers.
and E. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 6 P.M., To-day, the 10th inst.
Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 10th March, 1905. [1]

INTIMATIONS

THEATRE ROYAL.
CITY HALL.
THE EVENT OF THE SEASON

THE
DALLAS-
BANDMANN
OPERA CO.

Consisting of
35 ARTISTES 35
TO-NIGHT! TO-NIGHT!
SATURDAY, MARCH 11th.
"THE CINGALEE."
MONDAY, MARCH 13th.
The Exceedingly Successful Musical Comedy,
"THREE LITTLE MAIDS."
From the Apollo Theatre, London.

TUESDAY & WEDNESDAY,
MARCH 14th & 15th.
"THREE LITTLE MAIDS."
Doors open 8.30. Commence 9 P.M.
Plan at ROBINSON PIANO CO., LD.
Prices as usual.
Late Train 15 minutes after the Performance.
FRED. C. GARTON,
Business Manager.
Hongkong, 11th March, 1905. [543]

HONGKONG CLUB.

NOTICE.
THE SEVENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, Payable on FRIDAY, the 31st March, 1905, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock A.M. on SATURDAY, the 18th March, 1905.
Bidders of Debentures are invited to attend the Drawing.
By Order,
C. H. GRAOE,
Secretary.
Hongkong, 9th March, 1905. [659]

MESSMAN Wanted by the Ward Room Officers of H.M.S. Amphitrite for passage to England. For particulars apply on board any forenoon.
Hongkong, 7th March, 1905. [632]

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On MONDAY, 13th March:—
From Pak-shi-wei towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.
On WEDNESDAY, 15th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.
On FRIDAY, 17th March:—
From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

the weather is unfavourable on either of the above dates, practice will take place on the following day.
All ships, junks and other vessels are to keep clear of the ranges.

L. BARNES-LAWRENCE, Capt., R.N.,
Harbour Master, &c.
Harbour Department,
Hongkong, 6th March, 1905. [651]

WAR DEPARTMENT CONTRACTS.
TENDERS will be received at the Head Quarters Office, Hutchins Street, until 12 o'clock Noon, on THURSDAY, 16th March, 1905, for the period of Twelve Months and Services for the period of Twelve Months from 1st April, 1905.

1. Hospital Supplies and Medical Comforts.
2. General Supplies and Provisions.
3. Coal, Wood, Oil, Scavenging, and other Barrack Supplies and Services.
4. Washing.
5. Transport Services. Supply of Lances, Jinks, Coolies, &c.
6. Forage.

Forms of tender and any particulars can be obtained on application to this Office either personally or by letter, addressed to the Officer Commanding Army Service Corps between the hours of 10 A.M. and 4 P.M.

The tenders must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the Head Quarters Office by 12 o'clock Noon, on the above date, in a closed envelope, marked "Tender" on the outside.
The right to reject any or all tenders is reserved.
Head Quarters Office,
Hongkong, 7th March, 1905. [650]

SEALED TENDERS, in duplicate, will be received by the VICTUALLING STORE OFFICER, H. M. VICTUALLING YARD, until Noon on TUESDAY, the 14th March, for the undermentioned articles:—
BISCUIT.
BREAD, SOFT.
FLOUR.
BEER, FRESH.
VEGETABLES.
POTATOES.
RICE.
SUGAR.

Forms of Tender, and particulars as to quality, &c., can be obtained on application Samples of Biscuit, Flour, Rice, and Sugar, proposed to be supplied, should accompany Tender.
The right to reject the lowest or any Tender is reserved.
WM. HOGARTH,
Victualling Store Officer.
H. M. Victualling Yard,
Hongkong, 22nd February, 1905. [541]

MAIL TABLES
FOR 1905.
Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcels Post to and from England.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 10th February, 1905.

PUBLIC COMPANIES

GEO. FENWICK & CO., LD.

THE SIXTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held in the HONGKONG HOTEL THIS DAY (SATURDAY), the 11th day of MARCH, 1905, at 11.30 A.M., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 11th March, both days inclusive.
By Order of the Board of Directors
W. G. WINTERBURN,
General Manager.
Hongkong, 11th March, 1905. [580]

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, THIS DAY (SATURDAY), the Eleventh day of March, 1905, at 11.45 o'clock in the forenoon, when the subjoined resolution will be proposed:—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Articles and marginal notes namely

Power to X. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient.

2. The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer is accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

4. Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments transfer and transmission of shares and otherwise.

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened.
By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.
Hongkong, 11th March, 1905. [591]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.
THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Paddar's Street on THURSDAY, the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 6th March, 1905. [620]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.
THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Paddar's Street on THURSDAY, the 23rd March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 6th March, 1905. [619]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE DIVIDEND of \$34 per Share for the year ending 31st December, 1904, declared at To-day's Ordinary Annual Meeting, will be Payable at the Hongkong and Shanghai Banking Corporation, and Hongkong Shareholders are requested to apply for Dividend Warrants at the Company's Offices, Leaden's Street, after 10 A.M. To-morrow.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 6th March, 1905. [626]

MAIL TABLES
FOR 1905.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcels Post to and from England.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 10th February, 1905.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (SATURDAY), the 10th and 11th March, 1905, at 11 A.M., each day, at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Lee House Street).
A Lot of
MISCELLANEOUS ARTICLES,
Comprising:—
ELECTRO-PLATED TEA SET, SHEPHERD KNIVES, FORKS AND SPOONS, JAM and BISCUIT JARS, SARDINE BOXES on E.P. STANDS, GLASS STONE BARS, SILK UMBRELLAS, BLANKET, COUNTERPANES, PERFUMERY, GLASS FLOWER HOLDERS, &c., &c., &c.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th March, 1905. [652]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction TO-DAY (SATURDAY), the 11th day of MARCH, 1905, at 11 o'clock in the forenoon at the Premises.
With the approbation of Arathoon Beth, Esq., the Registrar of the Supreme Court of Hongkong, pursuant to the Order for sale made in Action No. 24 of 1905, Original Jurisdiction, and dated the 25th day of February, 1905.

800 LOGS OF TIMBER.
Stored on Island Lot No. 905, Belchers Street, Kennedy Town, Victoria, Hongkong. Suitable for building purpose, and well seasoned, comprising 400 Logs of CYPRESS FINE measuring about 6,000 cubic feet.

400 Logs of HARDWOODS measuring about 6,000 cubic feet.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 1st March, 1905. [584]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction TO-DAY (SATURDAY), the 11th March, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, CANTON BLACKWOOD CABINET and CHAIRS, PICTURES and OVERMANTLES, CROCKERY, GLASS and PLATED WARE, IRON SAFE, COOKING STOVE, BICYCLE, PIANO, &c., &c.

TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 9th March, 1905. [631]

PUBLIC AUCTION

THE Undersigned has received instructions from FRANK SMYTH, Esq., to sell by Public Auction, TO-DAY (SATURDAY), the 11th March, 1905, commencing at 2.30 P.M., at his residence, 12, Des Voeux Road, No. 13, at his residence, 12, Des Voeux Road, No. 13, at his residence, 12, Des Voeux Road, No. 13.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.
Comprising:—
SILK TAPESTRY DRAWING ROOM SUITE, BEVELLED OVERMANTLES, BRASS FENDERS, FANCY TABLES, BRASS CARPETS, LACE CURTAINS, &c., &c.

EXTENSION DINING TABLE and CHAIRS SIDEBOARD with Bevelled Mirror, CHIFFONNIER, HAT-STAND with Bevelled Mirror, CUTLERY, GLASS and CROCKERY WARE, &c., &c.

DOUBLE BEDSTEPS, WARDROBES with Bevelled Glass Doors, MARBLE TOP WASHSTANDS, TILED TABLES, CHEST OF DRAWERS, TILINED BOX SOFAS, &c., &c.

KITCHEN, PANTRY and BATHROOM REQUISITES.
Also
One COTTAGE PIANO by COLLARD and COLLARD.
TERMS:—As Customary.
On View from Friday, the 10th March. Catalogues will be issued.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 6th March, 1905. [630]

PUBLIC AUCTION OF JAPANESE SILK EMBROIDERIES AND ART CURIOS.

THE Undersigned has received instructions to sell by Public Auction, MONDAY, the 13th March, 1905, and TUESDAY, the 14th March, 1905, commencing each day at 2.30 P.M., at the City Hall, Chamber of Commerce Room, A MAGNIFICENT COLLECTION OF JAPANESE SILK EMBROIDERIES AND ART CURIOS.

Comprising:—
SILK EMBROIDERED PALACE HANGINGS, PRIESTS' ROBES, TEMPLE BROCADES, OLD FUKUSA, COURT KIMONOS, SILK VELVET PICTURES (landscapes and other designs), &c., &c.

VERY FINE GOLD LACQUER BOXES, INROUS, OLD FROUSE LACQUERED SCREENS and TABLES, CHOICE SELECTION OF EMBROIDERED SCREENS, OLD PALACE DOORS with Fine Designs, FINELY EXECUTED DAMASCENE and SILVER WARE, A Quantity of OLD BRONZES, KAKEMONOS, Fine Selection of SATSUMA and other PORCELAINS.

Also
Two Fine DIAMOND RINGS and One CARVED GOLD RING.
TERMS:—As usual.
The above, which is equal to anything that has been offered for sale locally, will be on exhibition from Thursday, the 9th March. Catalogues will be issued.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 7th March, 1905. [637]

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTONE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.
Hongkong, 9th December, 1902.

AUCTIONS

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 13th day of MARCH, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land East of Mount Gough Reservoir in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [623]

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Lot No. 100, Queen's Road Central, The GOODWILL, STOCK-IN-TRADE, FURNITURE, &c., &c., of the "YI SING FIRM," as a going concern.	100	350	100	120
2	Lot No. 101, Queen's Road Central, The GOODWILL, STOCK-IN-TRADE, FURNITURE, &c., &c., of the "YI SING FIRM," as a going concern.	100	350	100	120

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by Public Auction, on TUESDAY, the 14th March, 1905, at 11 A.M., on the premises, at No. 108, Queen's Road Central, The GOODWILL, STOCK-IN-TRADE, FURNITURE, &c., &c., of the "YI SING FIRM," as a going concern.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 1st March, 1905. [612]

INTIMATIONS

LOST.

ON Monday Evening near the Union Church, A FOX TERRIER PUP, white body, pale tan on Face and Ears. Finder will be rewarded by bringing it to FAIRALL & CO., Queen's Road. [647]

THIS IS TO NOTIFY that all the Receipts, Contracts, Promissory Notes, Money-Loans, Bonds, &c., negotiated in the name of HUNG-SENG, House-Building Contractor, of 37, Des Voeux Street, must be signed by IU-LOK-SUN; otherwise all the Receipts, Contracts, Promissory Notes, Money-Loans, Bonds, &c., simply bearing the Chop of HUNG-SENG without his signature will be held as null and void.

IU-LOK-SUN,
Hung Seng Firm.
Hongkong, 7th March, 1905. [644]

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.
From 4th February 1905 until further notice the Fares will be as follows:—
KENNEDY TOWN TO POST OFFICE
First Class ... 10 cents
Third ... 4 "

POST OFFICE TO CAUSEWAY BAY via RACE COURSE
First Class ... 10 cents
Third ... 4 "

CAUSEWAY BAY TO SHAUKWAN
First Class ... 10 cents
Third ... 5 "

The previous Table of Fares is hereby cancelled.
Pending the arrival of new Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,
General Manager.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th January, 1905. [416]

THE AMERICAN SYSTEM OF DENTISTRY.
Dr. M. H. CHAUN.
37, Des Voeux Road CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [63]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:—
Epitomes of the Week's News.
Leading Articles:—
The Yangtze Basin.
New American Ministers and Consuls.
Col. Younghusband and Mr. St. John Brodrick.
Hongkong Jottings.
Hongkong Sanitary Board.
Funeral to Dr. A. Atkins.
Supreme Court.
Primalist Worship in China.
Old Hongkong.
Correspondence.
Companies:—
Hongkong Fire Insurance Co., Ltd.
City Hall.
China Fire Insurance Co., Ltd.
Canton.
Interesting Assault Case.
Alleged Attempted Murder.
Government Appointments.
A Chinese Pirata.
Regimental Sports.
China's Coming Crisis.
Smallpox at Shanghai.
A French Telegraph System in Asia.
The Ching-Han Railway.
The Butchers' Guild.
The Tea Season.
Commercial.
Shipping.
Subscription, \$12 per Annum, payable in advance, postage \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 11th March, 1905.

TO LET

TO LET.
A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 31, Queen's Road Central. Possession from 1st April, 1905.
For particulars, please apply to:—
WONG CHU SANG,
Care of Yee Sang Fat,
Opposite the Post Office.
Hongkong, 7th March, 1905. [636]

TO LET.
OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel. Apply to:—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 7th January, 1905. [180]

FOR SALE AND TO LET.
FINE BUILDING SITES for Sale in Wanchai Road; also GODOWN To Let. Cheap.
Apply to:—
THE ROBINSON PIANO CO., LD.
Hongkong, 10th February, 1905. [372]

TO LET.
SEMI-DETACHED HOUSE in Robinson Road, Kowloon.
Apply to:—
Mr. HENRY HUMPHREYS,
or to
HUMPHREYS' ESTATE AND FINANCE CO., LD.
Hongkong, 25th February, 1905. [539]

TO LET.
"A BERTHOLWYN," Peak Road, Well Furnished Six Rooms House, part use of Tennis Court, Garden and Large Fresh Water Swimming Bath.
Apply to:—
H. HUMPHREYS.
Hongkong, 18th February, 1905. [492]

TO LET.
NO. 1, RIFON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near Blake Pier).
GODOWNS, PRAYA EAST.
A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.
Apply to:—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1904. [181]

TO LET.
FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel.
Apply to:—
Care of Daily Press Office.
Hongkong, 9th March, 1905. [657]

TO LET.
EYRIE, Unfurnished. Newly repaired, Painted and Coloured.
No. 7, BELILIOS TERRACE, 1st Row.
No. 21, " " 3rd Row.
No. 18, " 3rd Row.
No. 20, " 3rd Row.
No. 1, DES VOEUX VILLAS.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.
"KILLETTS CRESS" (Furnished), Park, for 24 months from 15th April to 30th June, 1905.
2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lav

ROBINSON PIANO Co. LD.

30 YEARS IN CHINA WITH
17 YEARS' EXPERIENCE, OF THE
CLIMATE OF HONGKONG.

MANUFACTURE THE ONLY PIANOS

MADE IN HONGKONG FOR THE
CLIMATE OF HONGKONG.

\$340 to \$495

CASH, HIRE OR CREDIT.

ALL MATERIAL AND PARTS
SEASONED HERE
YEARS BEFORE USE.

BABY GRANDS

FOR SMALL ROOMS WITH

TOPE AND APPEARANCE OF

A FULL GRAND. **\$890**

BECHSTEIN ROYAL PIANOS.

PIANO PLAYERS.

\$300 UPWARDS.

Hongkong, 23rd February, 1905. 630

HIRANO. WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

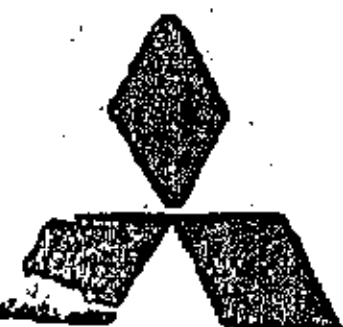
Bottled in Japan by H. E. REYNELL & Co.

Beware of Japanese Imitations.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. 363

CLARKE'S B 41 PILLS are
warranted to cure in either sex, all acquired or
constitutional from the Discharges Urinary
Organs, Gravel, and Pains in the Back. Free
from Mercury. Established upwards of 30
years. Sold by all Chemists and Patent
Medicine Vendors throughout the World.
Proprietors, THE LINCOLN AND MIDLAND
COUNTIES DRUG COMPANY, Lincoln, England. 71



MITSUBISHI GOSHI-KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT

MAKINO-UCHI, TOKYO.

Cable Address, "IWAOKI."

which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

AI, ADC 5th Edition, Western Union Code.

All Letters Addressed—

MANAGER, MITSUBISHI CO., with name of

place under.

BRANCH OFFICES—

NAGASAKI, MOI, KOBE, KARATSU

AND HANKOW.

AGENTS—

SHANGHAI, H. J. H. TRIPP.

HONGKONG, H. U. JEFFRIES.

MANILA, MACDONALD & Co.

CHINKING, GEARING & Co.

YOKOHAMA, M. ASADA.

CONTRACTORS OF COAL to the Imperial

Japanese Navy and Foreign Navies; the

Imperial Arsenal; the Imperial Railway;

Sanyo, Kishu and the other Principal Rail

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America.

SOLE PROPRIETORS of Takashima,

Oshi, Shinzawa, Namsuwa and Kami-Yamada

Collieries and also Hojo Colliery, which will

be ready to produce on a large scale the best Buzen

Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)

and Matsushima Coals.

The Head and Branch Offices and the Agencies

of the Company will receive any order for

Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted

to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam coal in

the East is now produced in abundance and

can be supplied in any quantity.

Hongkong, 15th February, 1905. 111

JAPANESE STUDY OF THE WAR.

Of "The Russo-Japanese Conflict," a new

book by K. Asakawa, Ph.D. the Times says—

This valuable book deserves to be purchased,

read with attention, and kept at hand for

reference, all those who take an intelligent

interest in the origin and issues of the great

campaign in the Far East. Those who desire

indefatigable research, lucidity of expression,

and breadth of view in the treatment of con-

temporary history cannot fail to give a favour-

able reception to this volume; and the fact that

the subject is treated with impartiality and a

realistic spirit of moderation will do

nothing to detract from the reader's interest.

Without wasting effort upon excursions into

more remote history, Mr. Asakawa opens his

examination with the year 1895 and the retro-

cession of Liautung by Japan at the bidding

of the three Powers who combined to deprive

her of the fruits of her victory; and he closes

his attractive and concise narrative with

observations upon the Russo-Japanese treaty

of February 27 of last year. Within

this eventful period of nine years there are

crowded many events, many scenes, and

many actors; and in no other period of modern

history can there be found a story so involved,

so absorbing, and so truly symbolical of all the

striving interests of the world we live in. It is

a synthesis of the acts of modern diplomacy

and a synopsis of the crafts of statesmanship,

while it affords the key-note to the policy, the

strength, and the weakness of principalities and

individuals great and small. We cannot fail to

recognize that we are spectators of a profoundly

interesting drama, not indeed devoid of touches

of humour, but, on the whole, tragic in its

leading situations and still more tragic in its

ending. The author is a safe guide through these

stirring scenes. His marshalling of facts with

order and skill, supplies every text and reference

that we can require for the refreshing of our

memories, and, while missing nothing of serious

importance, preserves intact throughout the

narrative a balanced judgment, a fine sense of

proportion, and a perfect continuity of ideas.

To remark that Mr. Asakawa presents us

with a clear and impartial narrative of facts is

to say in many words that a more damning

indictment of Russian diplomacy has not as yet

been given to the world. Sometimes, indeed, we

can almost find it in us to regret that the Japanese

spirit is so singularly devoid of passion, so

eminently schooled to restraint in word and

deed, that it can allow a record of so many acts

of signal duplicity to pass in review without a

shade or a shadow of disapproval or condemnation.

Coldly and judiciously, like a surgeon

dissecting a corpse, the author lays bare the

whole pitiful tale of Russian aggression and

deceit; but he never loses his calm, and the

calmly critical and reasoned line of argument

which he adopts is more powerful and more im-

pressive than a whole volume of adjectival

invective. Only once, and then rather with an

air of detachment, does the writer express the

thoughts which will constantly recur to the

mind of the majority of his readers:

"The moment a complex diplomatic machinery

relies upon subterfuge for its success, its

ingenuity will be taxed to the utmost, or

unity will be in danger. For it will not be easy

to make the entire body of diplomatic agents speak

the same truths at all places and at all times."

So far as Russia is concerned, Mr. Asakawa is

not content with the bare record of her diplo-

matic double-dealing. He probes down for first

causes, and some of his discoveries seem to

additional importance in view of the evidence of

popular dissatisfaction given us by recent events

within the Russian Empire.

The author wastes few words in disparage of

the orientation of Russian foreign policy

throughout the eventful period of which he

treats. On the contrary, he shows quite plainly

that, in his view, whether in Manchuria, Persia,

or Asia Minor, Russia is compelled to establish

an exclusive control, if she can, in order to

create and maintain Russian markets by artificial

means. It is imperative, he thinks, for her to

disregard the interests of consumers and the

growing industrial claims of neighbouring

nations, or to see herself ousted by Power better

equipped or better circumstanced for the race of

trade. He does not cavil at this tendency but

accepts it as an necessary law of Russian

existence, and then proceeds to show how and

why the interests and rights of others

gradually assumed a position of antagonism to

this current, and, in the case of Japan, were at

last compelled to endeavor to arrest its course.

He suggests that the real tendency of Russian

expansion has been territorial rather than

commercial; he considers that this policy has

been costly, and he finds a remarkable incongruity

between the economies of the people and

the finances of the Government. The strain

of Russian expenditure would be, he thinks,

too great even for an industrial nation of the

first rank; and he holds that, whereas Russia

has become apparently richer and more power-

ful, her people have, in point of fact, steadily

fallen in poverty and discontent. What Russia

aimed at in Manchuria, and still desires in

other parts of Asia even less formally under

her control, is a close borough for her trade;

surrounded by tariff walls and protected by

subsidies, monopolies, and the like, giving her

the option at any moment, of declaring an Asiatic

continental blockade against her political or other

enemies. What this project entails was well

exemplified by the situation in Manch of last

year, when Russia declared martial law at Ni-

chwang. She had included food in her list of

contraband, and as a consequence, and until the

Japanese occupation took place in July, the

export of millet, beans, and bean-cake wholly

ceased.

In casting a glance back over the period dealt

with by the Japanese author, we become sensible

of the unavoidable necessity for the opposition

of the Anglo-Saxon nations and of Japan to the

ends and aims of Russia. To Japan, above

all, the question was vital. Predominance in

Korea, free expansion for her population in

Manchuria, and equal rights for all nations to

develop the immense resources of China were

an economic necessity of the first order to the

island empire; whereas the interests of

Russia were mainly political and strategic. If

the nearest continental markets become closed

to Japanese trade, nothing is more certain than

that Japanese national life will become paral-

ysed, since no nation can exist without food

and no people without occupations. The terri-

torious overlordship of which Russia aspires

to possess supposes Japan with the necessities of

life; and it is through the open door alone that

she can have access to the necessities of life.

If Japan is a large measure, fighting the battle of the

world, her cause is also one of national existence

for her own people; and no one can complain

if the event proves that her circumstances and

situation allow her to profit most of all in the

end from the heavy sacrifices entailed upon her

by the war. Mr. Asakawa traces, step by step,

the gradual rise of Japan to the position of

pre-eminence in the Eastern drama, but in so

doing he does not neglect a close and searching

scrutiny into the words and acts of other great

Powers. In so far as British policy is con-

cerned, the record is not wholly gratifying until

the control of our foreign relations passes into

the hands of Lord Lansdowne. Up to that point

THE HONGKONG DAILY PRESS. SATURDAY, MARCH 11TH, 1905.

the author criticizes the failure of our endeavours

to substitute the principle of retaliation

and balance of power for that of effective

prevention of evil, and we need take no

pains to deny that this criticism is in the

main just. Yet, when he passes on to

inquire into Japan's mistakes and failures in

Korea, he is fair to admit that Japan herself

made a practically identical mistake. Both in

1895 and 1896 Japan entered into an imperious

association with a despotic and aggressive

Power, and the result of the admission of

Russia into partnership with Japan in Korea

was all that might have been expected. In

tracing the history of the Russo-Japanese

negotiations, Mr. Asakawa is tender towards the

Russian Foreign Office. He considers that the

real instigators of Russian policy were com-

pletely out of hand, and that neither Count

Lamsdorff nor even the Tsar had any serious

control of events. Admiral Alexeeff, here

described as "an executive officer of great

SHIPPING.

ARRIVALS.
ATHENS, British str., 4,000, S. Robinson, 10th March, Vancouver 8th Feb. and Shanghai 7th Mar., General—C. P. R. Co.
BENGAL, British str., 2,751, G. Phillips, 10th March, Shanghai 7th March, Mails and General—P. & O. S. N. Co.
DAIYA MARU, Japanese str., 1,732, A. Yokoyama, 10th March, Moji, Coal—Mitsui B. S. S. Co.
GAGA, German str., 625, H. Dahl, 10th March, Bangkok 1st March, Rice and Rice flour—Chinese.
GUBERNY, Norwegian str., 2,608, A. Gjertsen, 10th March, Cardiff 31st Dec., Coal—Order.
HAMBURG, British str., 1,450, D. Thomas, 10th March, Barry 10th Jan., Coal—Doddwell & Co.
HUGON, Norwegian str., 829, G. Salberg, 10th March, Wuhu, Rice, Chinese.
NUBIA, British str., 3,845, E. N. Tildard, 10th March, Bombay and Singapore 5th Mar., Mails and General—P. & O. S. N. Co.
ONANG, British str., 1,767, P. T. Davies, 10th March, Samarang 27th Feb., Sugar—Jardine, Matheson & Co.
TAKING, British str., 1,350, Outerbridge, 10th March, Manila 7th March, General—Butterfield & Swire.

DEPARTURES.
AT THE HARBOR MASTER'S OFFICE
 10th March.
Declina, German str., for Swatow.
Mathilda, German str., for Hilo.

DEPARTURES.
 9th March.
STONE NO. DISKE, Danish str., for a cruise.
 10th March.
DOUBSON, German str., for Saigon.
HOLMSTEDT, German str., for Moji.
HUGON, Norwegian str., for Canton.
HUVER, British str., for Newchwang.
KROONWAL, German str., for Hongkong.
KEONANG, British str., for Manila.
PETRAH, German str., for Newchwang.
RUBI, British str., for Manila.
SANDIA, German str., for Hamburg.
SILSIA, German str., for Hongkong.
SWADA, British str., for Yokohama.
TAIWAN, British str., for Ningpo.
TINGSONG, British str., for Shanghai.

SHIPPING REPORTS.
 The British str. *Oceanic* reports: Fine weather to Paoan, and then moderate to strong breeze to arrival; high swell from N.E.
 The British str. *Athenian* reports: Light northerly winds first part, then moderate to fresh N.E. through Straits to Hongkong; weather overcast and hazy.

VESSELS IN DOCK.
 10th March.
ABERDEEN DOCK.
 On—on docks—*Sabotage*, *Liscun*, *Venue*, *Tetartus*, *H.M.S. Janus*, *Chingta*, *Chanzou*, *Lithian*, *Hollow*.
 On—on docks—*Rejaburi*.

VESSELS ON THE BERTH
 THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship

"BENGAL"
 Captain G. Phillips, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 11th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceana," 6,610 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 22nd April, 1905.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 27th February, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at MANILA, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
 THE Steamship

"EASTERN"
 Captain W. Ellis will be despatched for the above ports on MONDAY, the 13th inst., at DAYLIGHT.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., &c., throughout the voyage.
 The Steamer is installed throughout with the Electric Light.
 A daily qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 21st February, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND POOCHOW.
 THE Company's Steamship
"HATTAN"
 Captain Rosch, will be despatched for the above ports on TUESDAY, 14th inst., at 9 A.M.
 For Freight or Passage, apply to
 DOUGLAS STEAMSHIP & CO.,
 General Managers.
 Hongkong, 10th March, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
"LIGHTNING"
 Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 14th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID HASSON & CO., LD.,
 Agents.
 Hongkong, 2th March, 1905.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	JAPAN	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 15th inst.
AMSTERDAM, LONDON & ANTWERP	MEYERHOF	Brit. str.	1 m.	C. H. Birch	SHAW, TOMES & CO.	About 20th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	MAISON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
MARSEILLES, HAVRE & HAMBURG	RHENANIA	Ger. str.	k. w.	Behrens	BUTTERFIELD & SWIRE	On 25th April.
MARSEILLES, &c., via PORTS OF CALL	OCEANIC	Frontstr.	—	Oliver	HAMBURG-AMERIKA LINIE	On 18th inst.
BREMEN, via PORTS OF CALL	PRINCESS ALICE	Ger. str.	—	P. Witten	MESSENGER'S MARITIMES	On 21st inst., at 1 P.M.
HAVRE & HAMBURG	SOFIA	Ger. str.	k. w.	Kaiser	HAMBURG-AMERIKA LINIE	On 15th inst., at Noon.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG	NEGOVIA	Ger. str.	k. w.	Madson	HAMBURG-AMERIKA LINIE	On 18th April.
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	Brit. str.	1 m.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 2nd May.
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
TRIESTE, &c., via SINGAPORE, &c.	M. BACQUEHEM	Aus. str.	—	Rass-vieh	SANDER, WIELER & CO.	On 20th April.
NEW YORK, via PORTS & SUEZ CANAL	SCHUYLLER	Brit. str.	—	—	DODWELL & CO., LD.	About 23rd inst.
NEW YORK, via PORTS & SUEZ CANAL	HUDSON	Brit. str.	k. w.	Nicholas	STANDARD OIL CO.	Quick despatch.
NEW YORK, via PORTS & SUEZ CANAL	ATRENIAN	Brit. str.	1 m.	Habel	HAMBURG-AMERIKA LINIE	On 9th April.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	Burnett	STANDARD OIL CO.	On 23rd April.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	CANPA	Brit. str.	1 m.	F. G. Purington	CANADIAN PACIFIC R. CO.	On 15th inst.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	MINNESOTA	Am. str.	—	J. H. Rinder	CANADIAN PACIFIC R. CO.	On 29th inst.
SEATTLE, via SHANGHAI & JAPAN	MINNESOTA	Am. str.	—	Wagner	BUTTERFIELD & SWIRE	On 24th inst.
PORTLAND, OREGON	EASTERN	Brit. str.	—	Ellis	DODWELL & CO., LIMITED.	On 30th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	1 m.	C. F. Lockstone, R.N.R.	NIPPON Yusen Kaisha	About 18th inst., at 4 P.M.
YOKOHAMA, via SHANGHAI, MOI & KOW	CHYLOU	Brit. str.	—	C. D. Goldsmith, R.N.R.	PORTLAND & ASTORIA S.S. CO.	On 31st inst., at Daylight.
KOBE	TIENSIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
TIENSIN	CHINGTU	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 19th inst.
SHANGHAI	WOSANG	Brit. str.	—	F. N. Tildard	P. & O. S. N. Co.	About 11th inst.
POOCHOW, via SWATOW & AMOY	TRIUMPH	Ger. str.	—	A. Hansen	BUTTERFIELD & SWIRE	On 21st inst.
TAMU, via SWATOW & AMOY	PRINCE OF	Ger. str.	—	H. A. Haraldsen	P. & O. S. N. Co.	To-day, at 10 A.M.
TAMU, via SWATOW & AMOY	R. B. ROBINSON	Ger. str.	—	Olsen	OSAKA SHOSHEN KAISHA	On 15th inst., at Daylight.
SWATOW, AMOY & POOCHOW	HATTAN	Brit. str.	2 h.	Rosch	OSAKA SHOSHEN KAISHA	On 19th inst., at Daylight.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	DOUGLAS LAFRAIK & CO.	On 14th inst., at 9 A.M.
MANILA	RUBI	Brit. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	On 14th inst.
MANILA	PRINCE	Am. str.	—	F. G. Purington	SHAW, TOMES & CO.	On 18th inst., at 10 A.M.
AMOY, MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	—	SHAW, TOMES & CO.	On 25th inst., at 10 A.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJAH	Dut. str.	—	Zurrianes	DODWELL & CO., LD.	About 18th inst.
SINGAPORE & SOERABAYA	POOSHING	Brit. str.	—	J. G. Spence	BUTTERFIELD & SWIRE	On 16th inst.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	—	JAVA-CHINA JAPAN LINE	Quick despatch.
HONGKONG, via SINGAPORE & PENANG	LOTHIAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
				Maganzini	DAVID HASSON & CO., LD.	On 14th inst., at 3 P.M.
					CARLOWITZ & CO.	On 14th inst., at Noon.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat., 18th Mar., 10 A.M.
RUBI	2540	A. H. Notley	Manila	Sat., 25th Mar., 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 11th March, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE
 NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY
 OF UNITED STATES, AMERICA.

SEATTLE.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

"MINNESOTA."

Tons 20,700 GROSS REG. CAPACITY 28,000 TONS.

(J. H. RINDER, COMMANDER).

Will sail on or about

SATURDAY, 18th MARCH, at 4 P.M.

Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK and CANADA; also PASSENGERS to the UNITED STATES, EUROPE, &c.
 This Steamer is luxuriously fitted with spacious suites and staterooms; equipped with LIBRARY, MUSIC, SMOKING ROOMS, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo.
 PARCELS carried at low rates to all points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to

GEO. SUTHERLAND, NIPPON YUSEN KAISHA,
 GENERAL TRAFFIC MANAGER. AGENTS.
 Hongkong, 1st March, 1905.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SINGAPORE and SOERABAYA	"FOOSHING"	Saturday, 11th Mar., 3 P.M.
TIENSIN	"WOSANG"	Monday, 13th Mar., 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.

Hongkong, 9th March, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—	
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IRBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain J. E. Cox.
S.S. "SUKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
 AGENTS.

Hongkong, 10th February, 1905.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"FEITHJOF"	SUNDAY, 12th Mar., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	H. A. HARALDSEN "TRIUMPH"	WEDNESDAY, 15th Mar., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"E. JOHNSON" C. OLSEN	SUNDAY, 19th Mar., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
 Hongkong, 27th February, 1906.

T. ARIMA, Manager. [14]

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 27th February, 1905.

T. ARIMA, Manager.

[14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY 29th March
PRINZ HEINRICH	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April
PREUSSEN	WEDNESDAY 10th May
ROON	WEDNESDAY 24th May
BAYERN	WEDNESDAY 7th June
ZIETEN	WEDNESDAY 21st June
GNIESEN	WEDNESDAY 5th July
SACHSEN	WEDNESDAY 19th July
SCHLESWIG	WEDNESDAY 2nd August
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 30th August

ON WEDNESDAY, the 15th day of MARCH, 1905, at Noon, the Steamship PRINZESS ALICE, Captain P. Witten, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 13th March. Cargo and Specie will be received at the Agency's Office until Noon on TUESDAY, the 14th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
 MELOCHERS & CO., AGENTS.

Hongkong, 2nd March, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers.
RHENANIA	MARSEILLES, HAVRE & HAMBURG	On 18th Mar.	Freight & Passengers.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 4th April.	Freight.
SILSIA	(Calling at Singapore, Penang and Colombo)	On 18th April.	Freight & Passengers.
SLAVONIA	(Calling at Singapore, Penang and Colombo)	On 2nd May.	Freight & Passengers.
SEGOVIA	(Calling at Singapore, Penang and Colombo)	On 16th May.	Freight.
NUBIA	(Calling at Singapore, Penang and Colombo)	On 30th May.	Freight.
NEW YORK	NEW YORK via SUEZ	On 9th April.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

[12]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Imbattito United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Maganzini, will be despatched as above on TUESDAY, the 14th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
 Agents.
 Hongkong, 8th March, 1905.

COMPAGNIE DES MESSENGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSAILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIC."

Captain Oliver, will be despatched for MARSEILLES on TUESDAY, the 21st March, at 1 P.M.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ALCINOUS"	On 15th March.	
GLASGOW and LIVERPOOL	"OANPA"	On 21st March.	
GLASGOW and LIVERPOOL	"KAISOW"	On 28th March.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 1st April.	
GLASGOW and LIVERPOOL	"JASON"	On 8th April.	
GLASGOW and LIVERPOOL	"LAERTES"	On 15th April.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 22nd April.	
GLASGOW and LIVERPOOL	"CHINGWU"	On 29th April.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 6th May.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 13th May.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.	
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 15th March.	
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 23rd March.	
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 29th April.	
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 20th April.	
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 25th April.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"OANPA"	On 24th March.	
	"TELEMACHUS"	On 29th April.	

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th February, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSMA"	On 14th March.	
MANILA	"TAMING"	On 14th March.	
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 16th March.	
KOBE	"CHINGTU"	On 21st March.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unsurpassed Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and other ports, which are fitted throughout with Electric Light. Unsurpassed Table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th March, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
LONDON, &c.	BENGAL G. Phillips	Noon, 11th March	See Special Advertisement.
SHANGHAI	NUBIA F. N. Tiller	10 A.M., 11th March	Freight and Passage.
KOBE	TIENHIN C. D. Goldsmith, R.M.S.	About 11th March	Freight only.

FOR	STEAMERS	TO	DATE
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN E. P. Martin, R.M.S.	About 15th March	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea)	CEYLON C. F. Lockstone, R.M.S.	About 19th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th February, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3,753	F. G. Purlington	Thursday, March 30th
SHAWMUT	3,606	E. V. Roberts	Thursday, April 13th
TREMONT	3,606	T. W. Garlick	Friday, April 21st
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

FOR MANILA.

Steamer	Tons	Captain	Sailing Date
S.S. PLEIADES	3,753 tons	F. G. Purlington	About 18th March.
S.S. TREMONT	3,606 tons	T. W. Garlick	About 12th April.
S.S. LYRA	4,417 tons	G. V. Williams	About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 11th March, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "ATHENIAN" 3,882 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TARTAR" 4,425 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons	WEDNESDAY, 10th May.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brahmer	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th February, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE"

Captain C. H. Burch, will be despatched for
the above ports on or about MONDAY,
the 20th March.

This steamer has superior accommodation for
passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & CO., AGENTS.

Hongkong, 27th February, 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST).

THE Steamship

"SCHUYLKILL"

Captain Nicholas, due here on April 1st, will
have prompt despatch as above.

She will be followed by the s.s. "HUDSON,"
Captain Burnett, sailing hence on or about
April 23rd.

For Freight & further information, apply to
STANDARD OIL CO. (N.Y.)

General Agents for China and Japan.
Hongkong, 4th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON Yusen Kaisha are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, and to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
as hitherto, by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.N. CO.

For further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during the
stay in Hongkong Harbour.

King George, British ship, J. White—
Standard Oil Co.

THE UNRIVALLED
KILLER.

KEATING'S POWDER.

FATAL TO INSECT LIFE.
Harmless to Everything Else.
Sold in this and all other parts of the world.
Be quite sure you get KEATING'S.
IT KILLS

FLEAS, BEETLES, BUGS, FLIES.

MARTIN'S
APIOL & STEEL
PILLS

For further information, apply to
MARTIN, CHEMIST, SOUTHAMPTON, ENGLAND.

Hongkong, 11th March, 1905.

SHIPPING IN PORT.

STEAMERS.

ADRIAN, British ship, 2,348, Keith, 3rd
March.—Hamburg 2nd March, Cement—
Carlowitz & Co.

ARAGONIA, German ship, 5,423 A. Schmitt, 7th
March.—Portland, Yokohama, Kobe and
Nagasaki 2nd March, General.—Portland
Asiatic Co.

ARGUS, British ship, 1,822, D. W. Wislop, 24th
Feb.—Singapore 18th Feb., Coal.—Dodd-
well & Co.

AUCHENARDEN, British ship, 2,755, Crowler,
7th March.—Kutchinow 2nd March,
Coal.—Mitsui Bussan Kaisha.

CHINOTU, British ship, 1,459 J. McD. Howie,
4th March.—Melbourne 25th Jan., General.—
Butterfield & Swire.

DECIWA, German ship, 794, H. Schalkier, 9th
Mar.—Anping, Amoy and Swatow 8th
Mar., General.—Osaka Shosen Kaisha.

DR. H. J. KRAE, Norwegian ship, 1,220, Larsen, 9th
Mar.—Haiphong and Hoihow 7th March,
General.—A. R. Mary.

ELIZABETH RICKWERS, German ship, 997, G.
Gosche, 5th March.—Bangkok 27th Feb.,
Rice and Meal.—Arnold, Kurlberg & Co.

EVA, German ship, 2,681, Ratter, 26th Feb.,
Mororan 16th Feb.—Order.

FOOSHING, British ship, 1,123, T. Arthur, 5th
March.—Hongray 3rd Mar., Coal.—Jardine,
Matheson & Co.

FRANKLIN, British ship, 1,121, W. C. Browne,
26th Feb.—Cardiff 18th Feb., Coal.—Dodd-
well & Co.

FRIETJOF, Norwegian ship, 871, Haraldsen, 8th
March.—Tamsui 5th March, General.—
Osaka Shosen Kaisha.

GERMANIA, German ship, 1,714, J. Brulu, 9th
March.—Saigon 3rd March, Rice.—Jensen
& Co.

GLENEK, British ship, 2,273, J. Rafferty, 9th
March.—London 18th Jan. and Singapore
3rd March, General.—McGregor Bros. &
Gow.

HELLAS, German ship, 1,539, Role, 9th Mar.,
—Chinking 4th Mar., General.—Siemens
& Co.

HOLSTEIN, German ship, 885, J. C. Hauss, 7th
March.—Saigon 1st March, Rice.—Jensen
& Co.

KEAL, British ship, 3,490, Robertson, 10th Feb.,
—Durban 17th January, Ballast.—Gibb,
Livingston & Co.

ISCHIA, Italian ship, 2,784, Magazzini Dante,
7th March.—Bombay 17th February and
Singapore 28th Feb., General.—Carlowitz & Co.

KATHARINE PARK, British ship, 3,073, W. H.
Copp, 12th Jan.—Sasebo (Japan) 8th Jan.
—Gibb, Livingston & Co.

LAERTES, British ship, 1,351, J. B. Jackson, 5th
March.—Saigon 28th February, " " and
Meal.—Chinese.

LIGHTNING, British ship, 2,122, J. G. Spence,
6th March.—Calcutta 18th Feb. and Straits
2nd March, General.—D. Sassoon & Co.

LIBA, Swedish ship, 598, H. Horadahl, 4th Mar.,
—Chinkiang 25th Feb., Oil and Ground-
nuts.—Chinese.

LOONGMOON, German ship, 1,500, Kalkofen, 7th
March.—Shanghai 4th March, General.—
Siemens & Co.

LOTHIAN, British ship, 3,711, J. C. Williamson,
12th Feb.—Port Natal 15th Jan.—Doddwell
& Co.

MANCHURIA, American ship, 3,750, J. W. Saun-
der, 5th March.—San Francisco 2nd Feb.
and Manila 2nd March, General.—F. M. S.
& Co.

MATHILDE, German ship, 678, Jurgensen,
8th Mar.—Haiphong and Hoihow 7th Mar.,
General.—Jensen & Co.

MERCEDES, British ship, 2,925, G. S. McGregor,
2nd March.—Weihaiwei 25th February.—
Admiralty.

NORD, Norwegian ship, 1,074, Fendberg, 3rd
March.—Cardiff 31st Dec. and Singapore
22nd Feb., Coal.—Doddwell & Co.

PITSANULOK, German ship, 1,267, C. Fuchs, 6th
March.—Bangkok 27th Feb., Rice and
Meal.—Butterfield & Swire.

QUEEN LOUISE, British ship, 2,170, W. A.
Nicoll, 6th March.—Moj 28th Feb., Coal.
—Butterfield & Swire.

RAJABU, German ship, 1,033, G. Wendig,
4th March.—Sasebo 2nd March, General.—
Butterfield & Swire.

RUTH, Norwegian ship, 2,239, Thor. Hollesien,
27th Feb.—Kutchinow 2nd February,
Coal.—Mitsui Bussan Kaisha.

ST. LOUIS, French ship, 1,625, Mathis, 23rd
Feb.—New York 4th Nov., O.I.—Standard
Oil Co.

THIENHIN, British ship, 2,555, C. D. Goldsmith,
6th March.—Bombay 15th Feb., General.—
F. M. S. & Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-vessel, 1,700,
Comdr. R. M. Harbord.

ALBION, H.M. battleship, 12,950, Fremantle,
Algerine.

ANDROMEDA, British cruiser, 11,000, R. N.
Omanbury.

ASTREA, British cruiser, 4,360, Lionel G.
Tufnell.

BEYONARD, British gunboat, 710, Com. T. D.
Pratt.

CENTURION, British battleship, 10,500, F. F.
Fegen.

CHEER, water tank and tug.

GLORY, British battleship, 13,000, Hon. W. G.
Stirling.

HARDY, torpedo boat destroyer.

IRIDIUM, British cruiser, 3,500, Fawcoker.

OCEAN, British battleship, 12,950, T. Y. Groot.

OTTER, torpedo boat destroyer, Lieut. E. H.
Jelliffe.

PERGIE, British sloop, 1,050, John Nicholas.

RAMBLER, British surveying-ship, 535, Monroe.

ROBART, British sloop, 960, W. V. V. V.

STUYER, British cruiser, 12,000, Wm. L. Grant.

TAKU, British destroyer, 250, Cranford.

TAMAR, receiving ship, Commodore C. G.
Dicken.

TWEED, British gunboat, 332, R. H. Keate.

VIRAGO, torpedo-boat destroyer.

WATERWICH, British surveying-ship, 630,
Comdr. E. C. Hardy.

**A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c. &c. and FOCCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.**

227

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LD., is prepared to supply
ANY QUANTITY of FREE FRESH
WATER to the Shipping, both for Dock and
Bottom.

Call Flag W.

**J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903.**

230

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,750 tons, 10 guns,
3,000 h.p., Com. R. M. Harbord, Hongkong
Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Hongkong

Algerine, sloop, in reserve, Hongkong
Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
Hongkong

Andromeda, cruiser, 13,500 tons, Capt. Nelson
Omanbury, Hongkong

Astraea, 2nd class cruiser, 4,360 tons, 10 guns,
7,000 h.p., Captain Lionel G. Tufnell,
Hongkong

Bramble, gunboat, in reserve, Hongkong
Britannia, gunboat, in reserve, Hongkong

Centurion, battleship, 10,500 tons, Capt. Fegen,
Hongkong

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
3,700 h.p., Lieut.-Comdr. Stevenson, Hong-
kong

JAPAN AND INDO-CHINA.

THE KADOMA "DOCUMENT."
(BY A NAVAL OFFICER.)

A certain attribute of national character which the Englishman would call stupidity, and the foreigner, small probability, stupidity, is not altogether a thing to be despised. The Anglo-Saxon is constitutionally slow; his mental processes are the reverse of agile, and to use colloquial language, it takes some time to heat a thing into his head. The very reverse is our friend the Frenchman, who is all nerves, wires, and vivacity; quick to a degree and prone to jump at conclusions; and it is this quality which makes him so formidable to the English, just as the slowness of the latter makes him an insoluble problem to the French. Just lately the *Echo de Paris* has published a document purporting to be written by Baron Kadoma disclosing a perfected plan for the invasion of Indo-China by the Japanese, and this evidence of the "portly" of the Japanese has given rise to a number of the more responsible organs remember 1895 and how the fruits of well won victory over China were snatched from the Japanese by the French, with the assistance of Russia and Germany; but this very fact makes the more sober-minded inclined to believe that there "must be something in it" in spite of the categorical denials of Japanese diplomats. The burden of Empire in the present day is no light matter, and as time passes and enthusiastic visions of world-wide dominion come to be riveted in the cold, dry light of national finances and the National Exchequer, those resolute lines which painted and glorified the ambitions of Continental Powers have faded to a dull drab of materialistic disappointment. For Germany there is South-West Africa, for France there is the Ivory Coast, and for Russia there is a trifling of some millions of square miles in Northern Africa, including Morocco, and now Indo-China.

Monsieur Deloncle, who has presented a report on the subject of the defence of Indo-China to the "Commission extra-Parliamentaire de la Marine," considers that "Japan, even if isolated, is the most powerful of all powers, for which we have to fear Indo-China." He foresees the possibility of joint action between China and Japan in this direction, and is by no means considered to be taking a pessimistic view of the situation by his own countrymen for so doing; and from the general configuration of the sea and land frontiers of Indo-China, Annam, Tonkin, and Laos, which are general plan of operations which would be likely to be pursued. He recognises that from the first Japan could, and would, acquire the command of the sea, as the French fleet in Far Eastern waters could not make headway against the "Nippons," and would be compelled to take refuge in Saigon, which would then be blockaded; and that the effect of the blockade would be to allow the Japanese to transport troops without let or hindrance, and until the arrival of reinforcements from France. "The Japanese," says Monsieur Deloncle, "would establish bases at Pulo-Condor, Kwang-Chau-Wan, and also on the coast of Annam, and we should be able to do nothing to stop them from establishing and disembarking." The only remedy, in his estimation, is to suffice only to strengthen the Japanese attack and such such as a reinforcement could reach it from the mother country. But here Monsieur Deloncle is fallen foul of by a naval critic who points out that, should France lose the command of the sea in the first instance to an enemy with a base as near at hand as Formosa, the chances will be terribly against her regaining it, as her nearest "jumping off place," the Suez Canal, is on the other side of the Indian Ocean; and with Saigon blockaded, the French reinforcements would be in even worse case than at present. Admiral Rozhdestvensky, who at all events, has Vladivostok as an objective, supposing that he can get there. It is pointed out by the deputy that the French fleet is not in itself as strong as the Japanese fleet, and the same force which Russia had at Vladivostok at the beginning of the war; and that the Reserve Division at Saigon is practically useless for war except for the personnel of 585 men, which would be at the disposal of the admiral. The idea that a second base to the northward of Saigon might serve as a refuge for French vessels which could not reach Saigon is not approved of by the critics, as they point out that the Japanese fleet could not reach Saigon without being able to protect the fleet until the arrival of reinforcements. Saigon itself does not find favour in the eyes of these gentlemen, who point out that the Dockyard is old-fashioned and practically useless, that there is not even an installation of electric light (English Dockyards please take notice); that in 1901 are still only carpenteries in their absence, and that there is only one basin capable of taking a big ship. Monsieur Deloncle demands that another basin be commenced at once, and that steps be taken to make the Dockyard and Arsenal relative to the increased fleet which must in future be employed by his country in the Far East. Also he points out that the coal in stock is just sufficient to fuel the present fleet.

That naval preponderance means the retention of the loss of her Asiatic possessions to France seems to be the idea of all who are now considering the subject; but the means of realising this amount of force is one question, and the description which it is to take is another. Is it to be by the maintenance of large battle fleets, or is it to be by means of a defensive force of submarines and destroyers? Monsieur Deloncle inclines to the latter theory; but here the practical man steps in and, doubtless in strict privacy, points to what has happened to Russia by adherence to a strictly defensive means of naval warfare and the clinging to a base.

It is now time to consider "Le document Kadoma," which has created such a sensation in France and which, whether of Japanese origin or not, or by whomsoever written, is a very remarkable and interesting publication. One would like very much to know from what source it was procured by the "Echo de Paris" in the first instance? In any case, from a naval and military point of view it seems to point to the fact that should the Japanese so desire, they could land on the coast of Indo-China, and remain there with little trouble in landing and overrunning what is now French territory. The document is dated 1902, and elaborates the following idea: Japan cherishes the legitimate ambition to drive out from Southern Asia the people there established, but in order to do this it is first necessary and indispensable to take the Manchurian coast from the grip of Russia; otherwise at the end of an exhausting war, she would find herself face to face with an implacable enemy opposite to her coasts. The very first cause for complaint which Japan has against France, Germany, and Russia, are then passed in review, demonstrating the manner in which the former nation was deprived of fruits of her victory over China. A war against Russia (it must be remembered that this purports to have been written in 1902) no matter what was the result, would cripple Russian naval and military resources for years in the Far East,

and would assure the docility of the Chinese; China would play in the war of Indo-China the part played by Korea in the war of Manchuria. The great and general idea of the plan of attack would be to base the Japanese concentration in Formosa, where all stores, ammunition, and munitions of war would be accumulated; and by this means Japan will be most favourably placed for the commencement of hostilities. The plan of the author concerning the transporting power of the Japanese mercantile marine are those generally adopted by the military authorities. Five divisions could be transported at the same time, and this would oblige the army of invasion to be moved in two parts. The first, chosen for the disembarkation, would be the Bay of Kwang-Chau, to the north of Tientsin and contiguous to the Chinese southern provinces. That portion of the Japanese Army, formed in two divisions, which was first ready, would embark on the tenth day of mobilisation at Nagasaki, and proceed under convoy to Formosa, the transports regaining the Japanese ports on the seventeenth day, and embarking the second two divisions. These latter would be sent directly to the Indo-Chinese coast on the thirty-first day. The convoy would then return to Formosa and embark the first lot, which would be augmented by the B. Division mobilised in Formosa itself, and forming with it the second army. If working the transports will be saved by the Japanese instead of the return journey using Formosa as a base. This gain in time, in the opinion of the author of the "document," is indispensable, as he calculates that the provisionally absolute command of the sea held by Japan during the forty days might possibly come to an end when French reinforcements of the Japanese fleet will cover the new disembarkation. The army from Nagasaki to Pulo-Condor, Ulterior events, such as the arrival of reinforcements from Algeria or France, will be important to modify this state of affairs; which is based on the entire command of the sea by the Japanese during the first forty days of the campaign; in that the author of the "document" shows that in that time it will be possible to land 250,000 men and all necessary stores, &c., and from the moment of landing no naval action will hinder the "objective of the land force." On paper the scheme looks well, and in the hands of such organisers of victory as the Japanese it is possible that it might come off; but it must be remembered that forty days is the maximum, and that everything must work like clockwork for the object to be obtained; there is no margin for accident or breaking down, there is no margin for 100,000 men to be disembarked in the coast of China, should be assembled in the Japanese ports on the sixteenth day, or 13 days after the hypothetical arrival of the French naval reinforcements. These could, of course, block the Japanese fleet, and have to reckon with the Japanese fleet, and will have left many thousands of men behind them, and will be fairly short of everything save ammunition. The author of the "document" places the Japanese fleet at six battleships and six armoured cruisers; but as the French point out, it is more than that, and they will shortly have to reckon with those vessels which can be saved from the bottom of Port Arthur harbor.

LOVE AND PORT ARTHUR.

The French liner from Marseilles to the Levant and Odessa was just hoisting aboard, on noisy, grating cranes, its last few cases of cargo, and its dozen or so saloon passengers were slowly strolling down the newly-decked deck chairs to the contemplation of each other. The passengers engaged heavily in this occupation bore the unmistakable Saxon stamp, and from his face it was clear that he did not at all approve of his fellow passengers—those that were visible, at any rate. A group of swarthy, chattering Greeks, a Turk in a middle-aged lady—probably a Greek—also a Roumanian Jew, a little Armenian! What a company! He thought to spend the eight days of the journey to Constantinople, he thought to himself; then he sat up with a sudden start. What was this vision appearing from below? Young, pretty, chic, with petite features, intelligent expression, and bright eyes, who could she be? He ran his mind over the ethnology of Europe, but could not fix her nationality. French it was not; she was an Italian or any species of Latin. She was slightly Oriental and yet withal Western. When the passenger of the puzzling visage caught his glance, she looked a trifle surprised. Then it seemed that she gave just the slightest curl of her lip as she turned her head away.

And yet, he told himself, she could not exactly displease him. His personal bearing with that of his fellow-passengers in her eyes, for he belonged, at any rate, to one of the civilisations, whereas the others were half reclaimed.

He took advantage of the first bell before dinner, as the ship had left the Gulf of Lyons, and was getting well to sea, to pay a spying visit to the saloon, where cards would be laid out, the passengers' plates, showing their places at table. He amusedly read his own name—Lucas Durrant—spelt as Durand, he identified the cards respectively of the Greek lady and her other compatriots, of the Turk, of the Roumanian, of the Armenian. Then he read, opposite to his own card, the name of a young girl, a French girl, a Russian! Why, of course, since her look of slight disdain. But the position was awkward. The only two persons on the boat, who might reasonably be expected to interest each other belonged to semi-hostile Powers, and it was not unlikely

that her dislike of his race would influence her conduct towards him. How would she not, he wondered? Would she ignore him absolutely, or—? But he had not known his Russian. A nation of diplomats they knew to the full that thoughts were best concealed by words, not by silence. Directly she took her seat, she talked. Not to him exactly, but "round about him," as it were. She opened animated conversations with the Greek matron and with the dignified M. le Commissaire who sat at the head of the table. Only so perfect was her French that Durrant scarcely dared to pit his own very awkward command of that tongue against it. So he was effectually silenced by her, and without any active expression of her feelings.

That she intensely disliked Great Britain was clear as the sky of the Mediterranean. She pronounced the words "Anglais" and "Anglisme" always with a slight shrug of the shoulders, and her references to the Japanese were scornful to the most finished point. The Greek matron held the balance well. He occasionally said nice things to Durrant, and when Sophia grew too political in her talk he would dolefully change the subject.

Once he spoke of Napoleon, and remarked in a complimentary way of the cleverness of the Russians at Moscow. He quoted the old-time saying that Russia has two generals who can defeat all invaders, Generals January and February.

"And now in Manchuria," he said, smiling, "one of them is again in command."

Durrant thought he would interpose harmlessly, as he was growing tired of the silence imposed on him.

"But that General fights for both," he said. "The Mills, Sophia forgot her usual wide-eyed stare, looking up at him, she said: 'You English are our enemies!'"

"Taken aback, Durrant fenced the question. 'Why, madame? Surely we are not enemies?'"

"But you want to see Russia conquered. You sympathise with those Japanese!"

Poor Durrant could not deny the imputation, but he was too gallant a fellow to retort in kind, especially to such a fair politician. So he told a half-truth, a white-yellow lie. "But England would not wish a white race to be actually conquered by a yellow one," he said, "we do not wish the Japanese to conquer Russia."

"So?" she said. "But the English generally? They think not the same?"

"Oh yes," replied Durrant, plunging deeper into wire "that is the feeling all over England. We admire the Japanese, of course, but—well, personally I adore the Russians."

An, somehow, spoken in French, the lie didn't seem quite so much a lie. Besides, in one way, he did adore them. Had he not read Tolstoy, and did he not worship the music of Tolstoy's words?

His little bit had moved the cause of her prejudice against him, and now she looked on him not as an Englishman and an enemy, but as a rather agreeable, and not belittling young man.

He drew his deck chair close to hers next day, and they admired the rugged mountains of Corsica side by side, she accepting and inspiring on his French in the most bewitching fashion. He took her forward, and for an hour they watched together the spectacle of a huge dolphin swimming in front of the boat, its vast body swaying to and fro.

"Like a torpedo," he said. "It was unfortunate, it turned her thoughts once more to those hateful politics."

"I wonder," she said, "what news there has been of Port Arthur?"

"I don't know," he said, "until we land at Patras on Wednesday morning, and then only by reading a Greek paper."

And he muttered to himself that he wished Port Arthur would pass to the neutral power of Persia, rather than absorb the thoughts of so charming a creature.

They gradually fell more and more into each other's company. The fact that Stamboul was a cruel and cruel of smoke served for him to ask her to spend an hour or so one evening "forward" watching it, and a coil of rope just accommodated the two of them. Another evening, and it was announced that one of the "fourth class" passengers—passengers who, for thirty francs are given the passage to Constantinople, provided they find their own food and sleep wherever they can—had died.

"Let us go and listen to them," he proposed, and another seraphic evening they passed together. The habit of sitting side by side seemed to grow upon them.

They passed Messina, into the Ionian Sea. As the distance grew less to the coast of Greece, so her vitality fell. She talked less, and seemed cooler in her manner.

"Oh, yes," he said, "but I think always of Port Arthur—of the news we shall get at Patras."

A sin Lucas executed Port Arthur. He did not want to go to Patras. He was very, very happy on the boat with her. His French had improved as by magic, "corrected" and "enriched" by such a tutor, her words and ideas came otherwise? Forgive him, he was at last mastering the long forbidden mystery of the conjunctions.

He was able to talk to her in French—more than that, to speak to her feelings, his thoughts, in the language which to most Englishmen is a more means for the passage of commodities, or of inquiries as to times of trains and prices of foods.

When in the dawn of the next day, he looked through his port-hole and saw the mountains of the Ionian Islands, he detested them. He could see them only as omens of the war news she so dreaded. A little while, a few hours only, might bring grief to Sophia, who dearly loved her country. As the ship steamed into the Gulf of Corinth, she grew even more silent and answered his questions with a brief "oui" and "non."

He knew that she was thinking only of one thing, of the fate of the fortress.

On the quay he heard the—him—hideous cry of newsmen, yelling something or nothing, which he could not understand.

"You will come ashore with me?" he asked her.

"Thank you," she replied, "but I have already accepted the invitation to land with Madame here—and she indicated the Greek matron."

"Madame will translate the news for me from the paper."

He felt that he hated the Greek matron. Could she, he wondered, if the news were bad for Russia, be bribed into falsifying it? But there was no time. She had descended the ladder into the boat, and he followed her. How, when the eager face of a newsmen appeared waiting on the quay, he wished to seize his biographical bundle and hurl the entire issue of the paper into the gulf. But she was determined, feverishly pulling out a ton continue piece, she took from him a copy of the local paper, and handed it to the Greek lady. She pointed to the vast black, leaden news item that stood in the centre of the first page.

"Read it! Read it!" she said quickly. "Port Arthur is—"

The Greek carefully weighed the purport of the message.

Durrant had already guessed the gist of it, for by his knowledge of the ancient Greek alphabet, he had been able to make out the words "Port Arthur," and to see that there was some very short announcement in two words after it. Then the Greek arbitrated spoke.

"Port Arthur," she said, "has surrendered. Yesterday the Japanese entered it and 2,500 Russians are taken prisoner."

Sophia heard it. She flushed slightly, and her eyes fell a little. "An event?" and with a bow to Madame, and a slight nod to Durrant, she walked slowly away.

He saw that her coolness was but a cloak for utter misery, and his heart beat sympathetically for her in the hour of her national shame. He took the newspaper from Madame. Sophia was standing alone, looking idly into the blue water, prodding the ground with her parasol, when she was disturbed by the sound of a sharp, slight splash, accompanied by the forcible utterance by a male voice of a jerky little word that was in neither Greek nor French.

She knew that it was Durrant, and that he had thrown the newspaper angrily into the water. She turned and glanced at him. In that glance he thought he discerned, mingled with an abandonment of grief, a look of gratitude to him for the slight action by which he had conveyed to her his sympathy for her nation in its hour of humiliation.

He responded. In a second he was by her side. A few whispered words, in the simplest of French, he told her an Englishman's sympathy for a nation in tears, and of a man's heart touched at the sorrow of a beautiful woman.

And the influence of four more days of travel, in close company with one another, on two young people whose hearts had been so curiously united in a strange land by a strange circumstance, brought a result that might have been expected.

He landed at Constantinople, she went on to Odessa. But not many weeks elapsed before Durrant, his passport duly viced by the British Consul, was making his own way across the dreary Black Sea, and Sophia was awaiting him on the quay of the Russian seaport.

And there was at least one Russian in the land of the Tsar who did not entirely regret the loss of the Eastern fortress, and at least one Englishman who thought that an Anglo-Russian alliance with the sphere of practical politics.

THE LIVER IS A GOOD FRIEND,

BUT A BAD ENEMY.

The liver is a large and powerful organ, composed of a great multitude of blood-vessels, nerves, absorbents and bile channels, held together by a red-brown substance. The liver's great work is to supply the bile, which helps to prepare our food for converting into rich, life-giving blood.

But when the liver becomes sluggish, there is not enough bile made to digest the food, and the blood becomes starved—thin, pale, and without nourishment, and at the same time the food ferments, giving off bad gases which cause flatulency, headache, and foul breath. The bowels become clogged, and constipation begins.

How to tell whether you have Liver Trouble. One of the first signs of sluggish liver is a feeling of weariness and languor (due to the impure blood stupifying the brain, and failing to nourish the body). The complexion will be yellow, and the eyes heavy; there will be wind in the stomach, variable appetite, palpitation of the heart, and bad taste in the mouth.

Liver trouble should always have prompt treatment; and in its early stages, careful dieting, in conjunction with a thorough course of Doan's Liver Pills, will effect a cure. But if neglected, enlargement of the liver may result, and the action of the organ may be ruined; there will be dyspepsia, indigestion, and perhaps skin diseases. The mucus that drives out the poisonous waste will be numbed, and there will be constipation. Doan's Liver Pills are the great liver corrective; their action is mild but reliable; they give a healthy stimulus to the liver, so that sufficient bile is produced to digest the food and save the passage of waste.

All the chief chemists and medicine-dealers sell Doan's Liver Pills, price 1/12 for 1 box, or 6/ for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England.

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PLAN OF YOKOHAMA
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PLAN OF SHINGAI (KIAOCHOW)
PLAN OF HONGKONG CONCESSION, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) WITH INSOL
Showing the EXTENDED SETTLEMENT:
LARGE PLAN OF THE CITY OF VICTORIA
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France—Tientsin, 1858;

